

EXTRA. IN \$25,000 BAIL.

President Chauncey M. Depew Responds to the Coroner's Warrant of Arrest.

President Charles P. Clark and Director Joseph Park Also Surrender.

Warrants Issued for All the Officials of the New Haven Railroad.

Held Responsible for the Slaughter in the Fourth Ave. Tunnel.

Verdict of the Coroner's Jury—The Railroad Commissioners' Inquiry.

Detective McCloskey went to President Chauncey M. Depew's office at 4 o'clock this afternoon with the warrant for Dr. Depew's arrest.

The Railroad President and the detective conferred for a few minutes, but the officer did not place Mr. Depew under arrest.

The latter gentleman promised to be at the Coroner's office at 4 o'clock, with Cornelius Vanderbilt as his bondsman.

Mr. Depew appeared at 4:30 o'clock, and Mr. Cornelius Vanderbilt gave bond in \$25,000 for his appearance.

At 5:30 o'clock this afternoon, Director Joseph Park, of the New York, New Haven and Hartford Railroad Company, drove to the Coroner's office in a coupe, accompanied by Robert A. Park, his son, and surrendered himself, avoiding the unpleasantness of arrest.

Director Park said that at present he was living at the Hoffman house, but that his residence was at 115, Westchester County, N. Y.

The younger Mr. Park gave his residence as the Fifth Avenue Hotel. He appeared as bondsman for his father and offered as real estate security his house, lot and furniture at 10 West Forty-ninth street, which he swore was worth \$20,000, or double the amount of the bail, \$10,000.

Shortly after 5 o'clock President Charles P. Clark, of the New Haven road, also arrived, in company with his counsel, Lawyer Telford.

He wanted Joseph Park to appear as his bondsman, but the Coroner would not allow this, and Mr. Clark was obliged to telephone for a bondsman.

Frank C. Telford, of No. 19 West Fifth street, formerly of the firm of Park & Telford, qualified as bondsman for President Clark.

He gave as the property on which the bonds are based an estate at Manhattan avenue and One Hundred and Twenty-third street, valued at \$30,000.

Mr. Clark assured the Coroner that all the officials of the road would appear in person and give bonds to-morrow.

A special arrangement was made whereby Directors Hunt and Miller, who are both aged men, should appear next Monday.

The public demand that the Fourth avenue tunnel be lighted by electricity and ventilated, as promulgated by THE EVENING WORLD, receives another endorsement by the verdict of the jury, empaneled by Coroner Ferdinand.

The jury, empaneled by Coroner Ferdinand, to investigate the causes of the fatal collision in the tunnel on Feb. 20, and the jury believed that owing to the density of the atmosphere in the tunnel, due to the presence of fog, smoke and steam, Engineer Fowler, of the New York, New Haven and Hartford Railroad Company, did not clearly see the signal. It is further believed by the jury that Engineer Fowler did not hear the pump if it rang on the day of the accident when his train passed the danger light.

"Second—We find the New York, New Haven and Hartford Railroad Company, its officers and directors, are immediately responsible for the death of Helen T. Supple and others herebefore mentioned, because of the failure of Engineer Fowler to distinguish the danger signal at Seventy-second street, and thus causing the collision with the ship train, and we further find that the New York, New Haven and Hartford Railroad Company is immediately responsible for the death by suffocation and burning of John Murray and James B. Flynn, which was caused by the opening of a car door in the Union and Albany car, under the charge of the New York, New Haven and

Hartford Railroad Company, and setting fire to the wreck by reason of the collision.

"Third—We would urge the Legislature to compel the New York, New Haven and Hartford Railroad Company to make additional openings in the tunnel in order to provide for better ventilation and light in said tunnel, as from personal examination we find that the present ventilation and light are inadequate, and we do further believe that the use of anthracite coal when additional openings are made will contribute to the safety of the traffic.

"Fourth—We further believe that the present system of the use of one man in the signal cabin in the tunnel is insufficient for safety, and we earnestly recommend the employment of two at all times. We further recommend that each outgoing and incoming train, when passing through the tunnel, be advised of the immediately preceding it and also its reasonable headway. And we further recommend that a uniform rate of speed be adopted for all trains and engines passing through the tunnel.

"William H. Wickham, Foreman; Gustav H. Schwan, Juror; John D. Mott, John D. Crill, J. S. Saver, Isaac V. Brokaw, William M. Elliott, G. Williams, Andrew M. Isaac, Isaac Hamburger, Schuyler N. Warren, David H. Willis."

FOR LIGHT AND VENTILATION IN THE TUNNEL.

The action of the jury in urging the Legislature to enforce the lighting and ventilation of the tunnel is generally considered as the most effective way in which to obtain the desired result.

President Chauncey M. Depew intimated in his testimony before the jury that if the Legislature demanded it the Central Company would willingly light the tunnel, but he could not see how it could be satisfactorily ventilated.

It has been shown in THE EVENING WORLD, however, that tunnels can be lighted and ventilated, and should Assemblyman Byrne's pending bill become a law—a consummation earnestly desired by every representative of the traveling public—it will undoubtedly be found that the Fourth avenue tunnel can be not only lighted, but so satisfactorily ventilated that there can be no mistaking of signals.

DANGER CAUSED THE TRAGEDY.

The verdict of the Coroner's jury also shows that the primary cause of the collision was the failure of engineer Louis Fowler, of the New Haven local train, to clearly see the danger signal at Seventy-second street.

It is evident that proper ventilation would have removed this fog, smoke and steam that with the aid of electric light, as Mr. Fowler could have seen the "stop" train signal, whether or not he saw the signals clearly.

THE CORNER'S RULY TO-DAY.

Coroner Levy was busy of business this morning. He arrived at his office at 10 o'clock and immediately set about issuing warrants for the arrest of the New York, New Haven and Hartford Railroad Company's executive officers and directors, who were held immediately responsible by the jury for the deaths of all the victims, because of Engineer Fowler's causing the collision, and also immediately responsible for the deaths of Helen T. Supple and Edward M. Reed, New Haven, Vice-President.

Lucius Tuttle, New Haven, General Manager.

William D. Bishop, Jr., Bridgeport, Secretary.

William L. Squire, New Haven, Treasurer.

H. M. Koehnerberger, New Haven, Comptroller.

Charles T. Homestead, New Haven, General Passenger Agent.

Charles Rockwell, New Haven, General Freight Agent.

The following named, who are directors: George N. Miller, New York.

W. H. Hunt, New York.

F. L. Thompson, New York.

William D. Bishop, Bridgeport.

Henry C. Robinson, Hartford.

Edward M. Reed, New Haven.

Joseph Park, New York.

Chauncey M. Depew, New York.

Edward M. Reed, New Haven.

William Rockefeller, New York.

Leverett Brannard, Hartford.

Nathaniel Wheeler, Bridgeport.

WARRANTS TO BE SERVED AT ONCE.

"I shall turn the warrants over to Inspector Byrne for service," said the Coroner.

"Those parties living in New York, and possibly some non-residents who may happen to be here, will be arrested to-day."

"I shall be here to-day long to receive bail for those who desire it. I shall fix the amount of bail in each case at a large figure. Just how much I shall require I don't care to say, but it will certainly not be less than \$25,000."

"Regarding those officers and directors who have fled to other States, I shall send to Albany for requisition papers for them. Whether Gov. Buckley will interfere or not I do not know, and it is something with which I have nothing to do. I shall simply apply to Gov. Hill in the regular way for requisition papers."

Detective McCloskey, of Inspector Byrne's staff, arrived at the Coroner's office at 10 o'clock and held himself in readiness to serve the warrants in this city as soon as they were issued.

Coroner Levy also notified District Attorney McLean that he had issued warrants for the parties mentioned above.

"I do not expect the District-Attorney's office to be in making arrests," said the Coroner, "but as soon as any one of our bail I shall turn over the bonds to the District-Attorney and the case then becomes his."

THE CORNER'S AUTHORITY.

Coroner Levy derived his authority to act from Section 720 of the Code of Criminal Procedure, which compels him to issue warrants for the arrest of all parties held responsible for the death of any person by the jury.

The warrants are also issued under section 17 of the Penal Code, which holds that "whosoever is the killing of a person either by the act, procurement or omission of another."

BREEDERS ASTIR.

J. H. Wallace's Records No Longer to Be Official.

The Veteran Registrar Says His Profits Are Overstated.

But Acknowledges Refusing \$200,000 for His Business.

Matters are in a fair way to become exceedingly lively in trotting-horse breeding circles within the next few weeks, judging from the breeze which is now stirring. Mr. John H. Wallace, who has an office in the Stewart Building, has for many years had the official registration of all the trotting horses bred in this country, and there seems to be more or less jealousy among the breeders in regard to the large amount of money Mr. Wallace is making annually out of the business he established some thirty years ago and has been conducting so successfully ever since.

Bad blood has existed for some years past between Mr. Wallace and some of the breeders, and efforts have repeatedly been made to wrench the business from the grasp of the editor and proprietor of Wallace's Registry.

The latest movement in this matter on the part of the breeders was a sort of indignation meeting, which was held at the Fifth Avenue Hotel last night, where some fifty horsemen from all parts of the country took the matter over in rather a spirited manner.

Mr. Mail, President of the National Association, made a statement that the Association had no local prejudice, not desiring to pass the interest of breeders everywhere. Instead of being subservient to Mr. J. H. Wallace they had always exercised a supervision of his Registry until Jan. 29, when he had refused to recognize their censorship, and they at once withdrew, and no registration since then has been official.

It was the general opinion of the meeting that they should purchase the records of pedigree from Mr. Wallace, and it was believed that \$100,000 would be a liberal figure. Mr. Lucas Brodhead, manager of the Woodruff horse track, near Lexington, Ky., said that Mr. Wallace had made a stock company of his business, with the capital at \$100,000, and that he had only \$15,000 worth of the stock.

The general feeling among the gentlemen present was that if Mr. Wallace should refuse to sell, no other register would have to be started immediately, which could easily be done and the money raised by placing the shares of stock at \$25 each.

It was stated that the profits last year were \$100,000, of which the old man's nephew, Robert, got away with \$12,000 and finally landed in State prison, and that the loss had reduced the dividend to 18 per cent., instead of 20.

Mr. Broadhead claimed that there is a feeling in the West that New York has heretofore controlled the National Association, that Mr. Wallace has antagonized many breeders and the odium has fallen on the Association.

It was his opinion that the new Association must represent the whole country.

Mr. C. J. Hamilton, of Buffalo, thought that the best way to get the record of the money, say \$100,000, to buy the Wallace Registry and carry on the business in a more equitable manner, and should be carried out in a business-like way.

Mr. J. H. Wallace was seen in his office in the Stewart Building this morning by an Evening World reporter. He is a good-looking man, with a stern expression, and although a trifle older, he is a great many respects.

"For instance, the profits last year, which they say were \$100,000, were really only \$12,000. I then gave Robert \$12,000, and he was killed."

"This attack is merely a renewal of two fights of several years ago, which originated with the late Mr. Rogers, and the result was the same. Mr. Rogers was killed, and Mr. Hamilton's remarks, however, were just and business-like."

"Will you sell for \$200,000?" asked the reporter.

"I have said that amount offered and have refused it."

"How about that \$100,000 stock company and the \$15,000 of stock you sold?"

"A year ago last October, the Wallace Registry was sold to a stock company, and I received \$15,000 for my share. It would be a pretty hard thing to draw a distinction between this property and the one of my other production company. How they are going to control this business without purchasing it is a common-sense question to ask."

"It is not the sale of Mr. Wallace that is the question, but the sale of the business, which is a private business, and I am not going to sell it for any consideration on the outside of the company under whose name it is run."

ENGLISH HORSES FOR NEW YORK.

Notable Purchases at the Big Show at Islington.

IDENTICAL CABLE NEWS SPECIAL.

LONDON, March 6.—At the Horse Show at Agricultural Hall, Islington, yesterday, large number of the best breeds were bought by Americans.

Last year's second champion, Regal, was secured for \$2,000 guineas by Mr. Bloodgood, of New York.

His Junior, a ten-month-old, from last year's champion, was bought by Mr. Green, New York, for \$500 guineas.

One thousand guineas were paid for three other young males, but an American offer of 600 guineas for Regal was refused.

DRIVEN BY A DEAD MAN.

OFFICIAL TO THE EVENING WORLD.

TARKENTON, N. Y., March 6.—There is a sensation at Tarkenton today over the death of Horace Hobbs, the wealthy farmer.

He started to his sleigh yesterday afternoon to drive to Tarkenton. When he reached his people who knew him well were surprised that he was alone, and he was found dead.

His sleigh was found today on the road, and he was found dead.

An examination proved that he had died of heart disease. The police claim that the horse had been driven by a dead man for more than a mile.

Paquinella Remanded to a Tomb Cell.

Paquinella, the prettiest Italian girl who was killed by a horse, was remanded to a tomb cell.

Dr. Daly Taken to Bellevue.

Dr. Thomas Daly, of 273 Fourth avenue, was taken to the New York Hospital this morning suffering from delirium.

Y. & N. Y. Milk Licenses Has superseded all foreign makes. All drugs, etc.

WALL ST.

STOCK REPORTS.

Activity in the Market at the Expense of Values.

Bears Aided by Reports of Foreign Financial Troubles.

Panic in the Argentine Republic—Suicide of Coutts & Co's Junior Partner.

Business at the Stock Exchange was more active early in the day, but the activity was at the expense of values.

The bears who have been probing for weak spots on the list found one this morning in St. Paul common. The price broke 2, to 2 1/2, on the liberal offering.

Stock Island, Burlington & Quincy, Northwest, and, in fact, all the prominent issues, were heavy and pressed for sale. Not the slightest support was forthcoming, and the bulls who had been looking for an upward movement to follow the adjournment of Congress were disappointed.

Among the inactive stocks, Oregon Railway and Navigation broke 3, to 3 1/2; Illinois Central 1 1/2, to 1 3/4; and Mobile and Ohio, 2 1/2, to 2 3/4.

The market was depressed by advices from London stating that the Argentine Government, by decree, had suspended business until Monday to stop a run on the Provincial Bank.

There is a panic there. Besides the operators here were afraid that considerable gold will be shipped to Europe in the early future.

The bears hammered away at the stock market until nearly 3 o'clock, when they ceased operations. Before they let up, however, they had put Rock Island down to 90 1/2, Lackawanna to 10 1/2, Delaware & Hudson to 13 1/2, Lake Shore to 10 1/2, Northwest to 10 1/2, New York Central to 10 1/2, Reading to 10 1/2, Missouri Pacific to 6 1/2, Pullman Palace to 19 1/2, Union Pacific to 2 1/2, and Union Pacific to 2 1/2.

The news from London did not improve, and late in the day it was announced that Robert Landau, a junior partner in the banking house of Coutts & Co., had suicided.

Of course this was used to the best possible advantage by the bears.

It was further stated that there was some serious financial trouble in Liverpool, and from Philadelphia came a story that a banking house there was embarrassed. All this tended to unsettle things, and the occasional rallies which took place were of a very feeble character.

The Iron & Steel Department advanced 3/4, 000 shares of steel at \$45.35. The offerings were 1,000,000 shares.

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IN A GALLOP.

Taylor Landed Jack Rose a Very Easy Winner.

BAD DAY FOR FAVORITES.

Boodie, Majority filly and Harry Ireland Also Winners.

SPECIAL TO THE EVENING WORLD.

GUTTENBURG RACE TRACK, March 6.—The weather was warm enough at Guttenburg today to enable the spectators to sit on the grand stand outside the glass inclosure without any discomfort. It was like a spring day, save for a chilling gust that once in a while would sweep the corner and disagreeably reminded one that winter was still around.

The track presented a queer condition. Half of it, up to the outer rails, was comparatively dry, while the other part was sloppy. Here was a track that suited every one.

The afternoon was considerably increased by the warm weather, and there was a large number of the fair sex present.

Cr. was a 3 to 5 shot in the first race, but why, no one was able to see. He collapsed so utterly in his last race that the crowd once again looked for something to beat him. They settled on Boodie as the best of the lot, and played him at long odds.

Boodie was the next best of the lot, and he was well played. Boodie jumped off in front, and won in a canter from Ernest. The favorite was a poor hurt.

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